

P R E S E N T I N G

T H E

V I C T O R

ADVANCE INFORMATION ON
THE NEW VAUXHALL VICTOR

Salute

THE

VICTOR



Vauxhall Motors proudly present the Victor

a completely new car
which combines today's most advanced engineering
with the styling of tomorrow.

The Victor 'Super' in Harvest Yellow.



There are two versions of the Victor from which to choose . . . the Victor and the more luxuriously appointed Victor 'Super.' Both are four seater saloons identical in size and general specification : they differ only in detail equipment and in the colour range offered : a list of differences between the two appears in the Specification at the end of this book.

These artist's impressions of the Victor 'Super' show the car finished in Laurel Green (above) and (left) the interior with upholstery in Tan and Beige. A larger illustration of the Victor 'Super' appears on page 1. The Victor model is shown overleaf on page 4.



THIS IS THE VICTOR, finished in Express Blue with upholstery in Blue and Black. The differences between the Victor and the more luxurious Victor 'Super' are listed at the end of this book.



The low-swept Victor will draw admiring glances! There is grace in every line and value in every one of its many modern features. With a full-panoramic windscreen it sets the styling trend for years ahead. Though built so low to the road—the roofline is only fifty eight inches high—it still has ample ground clearance and very generous headroom. These long low lines have purpose beyond sheer beauty. Here is road-hugging safety with clean, aerodynamic styling which cheats headwinds and crosswinds—making driving easier, quieter, safer.

Photo Preview of the

VAUXHALL

Victor



The shape of cars to come

Behold the long, low-swept lines of this latest Vauxhall . . . its low roofline, low glass line, low bonnet and boot. This new *low* look is achieved without sacrificing head-room or legroom. This new shape sets the fashion for years to come.

There is function as well as fashion in this new look, purpose beyond sheer beauty. This modern design pays dividends in driving ease, in improved all-round vision and greater passenger comfort. This is a *practical* car which combines good looks with comfort, and high performance with economy.

Style with function

This is the new door handle: because the press-button must be held depressed to lock the door, you don't get locked out accidentally.



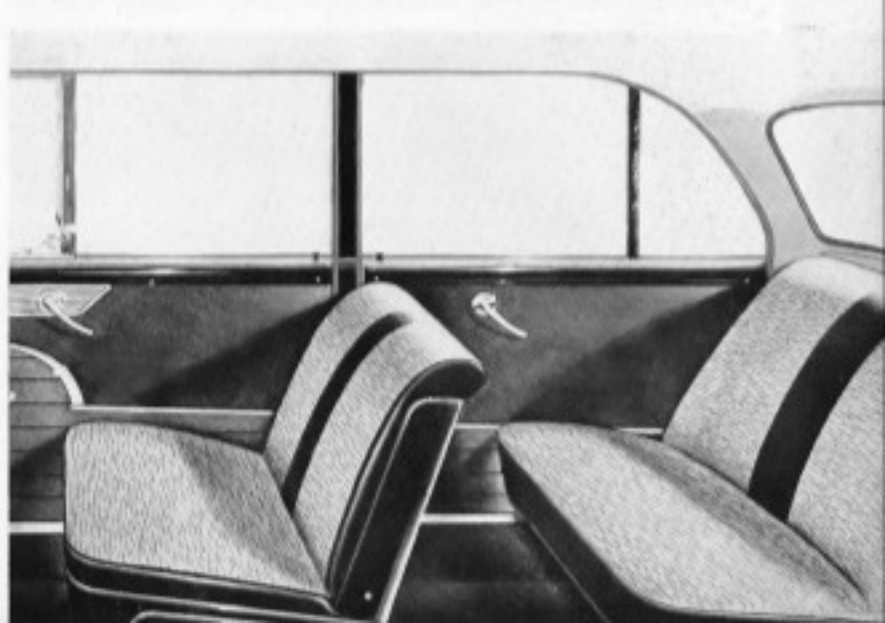
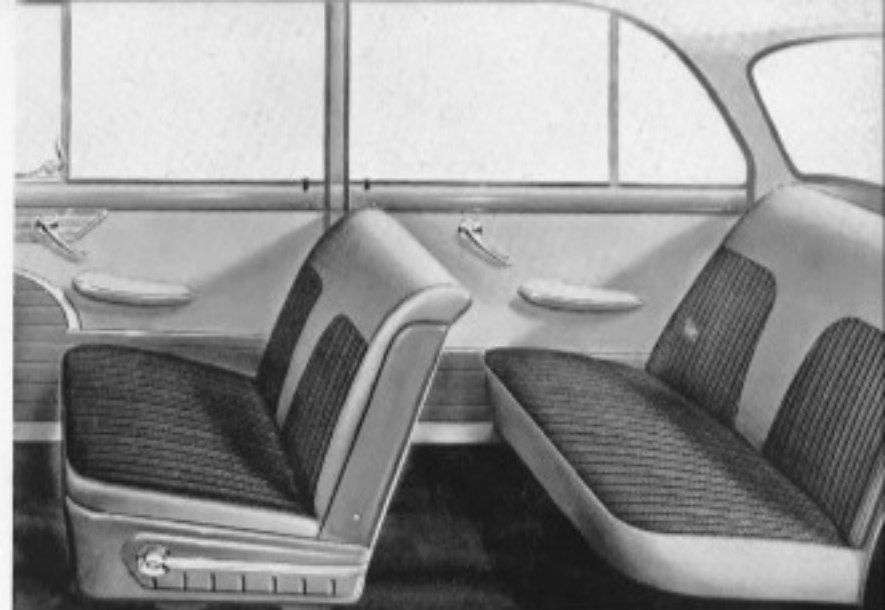


Take a good look inside

How well this smartly furnished interior matches the Victor's exterior styling . . . wide, well upholstered seats covered in hard-wearing, modern fabrics . . . bench-type front seat instantly adjustable for legroom . . . footrests under front seat for rear passengers . . . light-coloured, washable headlinings with all colour schemes . . . wide, sensibly shaped doors, with locking buttons within easy reach of the driving seat.

There are two upholstery styles from which to choose with all exterior colours for both Victor and Victor 'Super'. Pictured, top right, is one choice and, bottom right, the alternative choice. The arm rests and seat ornament in the top picture are 'Super' features.

This is the padded, roll-over back of the front seat. The inset ash tray is one of the refinements which distinguish the Victor 'Super'.



*The camera
demonstrates
full-circle vision*



These panoramic views were obtained from the driving seat of a Victor. First, a panoramic series of photographs was taken with a camera mounted with its lens in the position of the driver's *left eye*; then another panoramic series was taken with the camera mounted to simulate the *'right eye'* view.

The *'left eye'* photographs were then superimposed on the *'right eye'* photographs to make one continuous, full-circle panorama. This panorama has been cut for reproduction here into a forward view through windscreen and front windows, above, and a rearward view, below.

The obstructions to vision which still remain represent the *actual* obstructions to both left and right eyes. Relatively close obstructions—in this case windscreen pillars, door pillars and rear pillars—are, of course, narrowed down by the effect of two-eyed vision. The free vision from the passenger seats is just as remarkable.



With the Victor's full-panoramic windscreen, panoramic rear window and new *low* glass line there is a dramatic enlargement of all-round vision.

Only by riding in the Victor can you appreciate the difference that this new freedom to see in all directions makes to motoring. A wider expanse of road—and road side too—is visible. Windscreen side pillars are raked *forward* instead of backward so that they do not obstruct the view. Cross traffic and pedestrians are seen *sooner* because forward vision is widened.

Driving in traffic, overtaking other vehicles, reversing and parking are easier because all four wings are in view. The low bonnet and boot present a close-up view of the road both front and rear.

The Victor's full-circle vision puts more pleasure into motoring and adds new delights to touring and sightseeing.

Full-circle vision





Room to relax

Room to relax and enjoy family motoring in a Victor. Four adults and two children can ride in easy comfort as the big photograph clearly shows. The Victor's low, sleek lines have not been achieved at the expense of roominess and comfort.



No need to split the family party—there's room for Junior between Mother and Dad. Hiproom is actually 52 inches.



These youngsters show how much room there is in the rear seat. Put a grown-up between them and they've still got fidget room.

The roof line of a Victor is only 58 inches high but this is the kind of headroom you enjoy. Headroom is actually 39 inches and there's legroom to match—41½ inches. You get all this comfort value in a car only 14 feet long and 63 inches wide.





Most accommodating boot for its size

"I know you said that the Victor has the biggest boot for any car of its size . . . but will all our luggage really go in?"

"We'll soon find out, my dear. Let's get packing."

"Your case . . . my case . . ."

"My case . . . your case . . ."

"Oh wonderful work, darling! All neatly stowed away."

"And still room for my golf bag!"

Yes, the proof of the packing is here in these photographs. The Victor boot is big and very sensibly shaped. Wide floor, vertical sides and near-flat lid mean that every bit of space can be put to good use.

The spare wheel is neatly stored in a vertical position so that it can be withdrawn without disturbing the luggage in the boot.





Design for easy driving

This is the well laid out instrument panel with easy-to-read instruments and all controls placed to reduce arm movement to a minimum.



This is the large and legible instrument cluster with all instruments neatly contained in a single dial. Besides the big, easy-to-read speedometer there are fuel and temperature gauges, direction indicator flashers and headlight main beam indicators, ignition and oil pressure warning lights.

The chromium plated centre piece carries the fresh air ventilation control knob, the heater control knob and also contains an ash tray. The heater itself (mounted directly beneath) is an approved accessory specially designed for the Victor and fitted at extra cost. It heats *fresh* air entering the car through the inlet grille in front of the windscreen. In the left side of the panel there is a useful glove box.

Here is the easy-change gear lever—the direction indicator lever is on the right-hand side of the steering column. The horn ring is one of the refinements which distinguish the Victor 'Super' from the Victor.

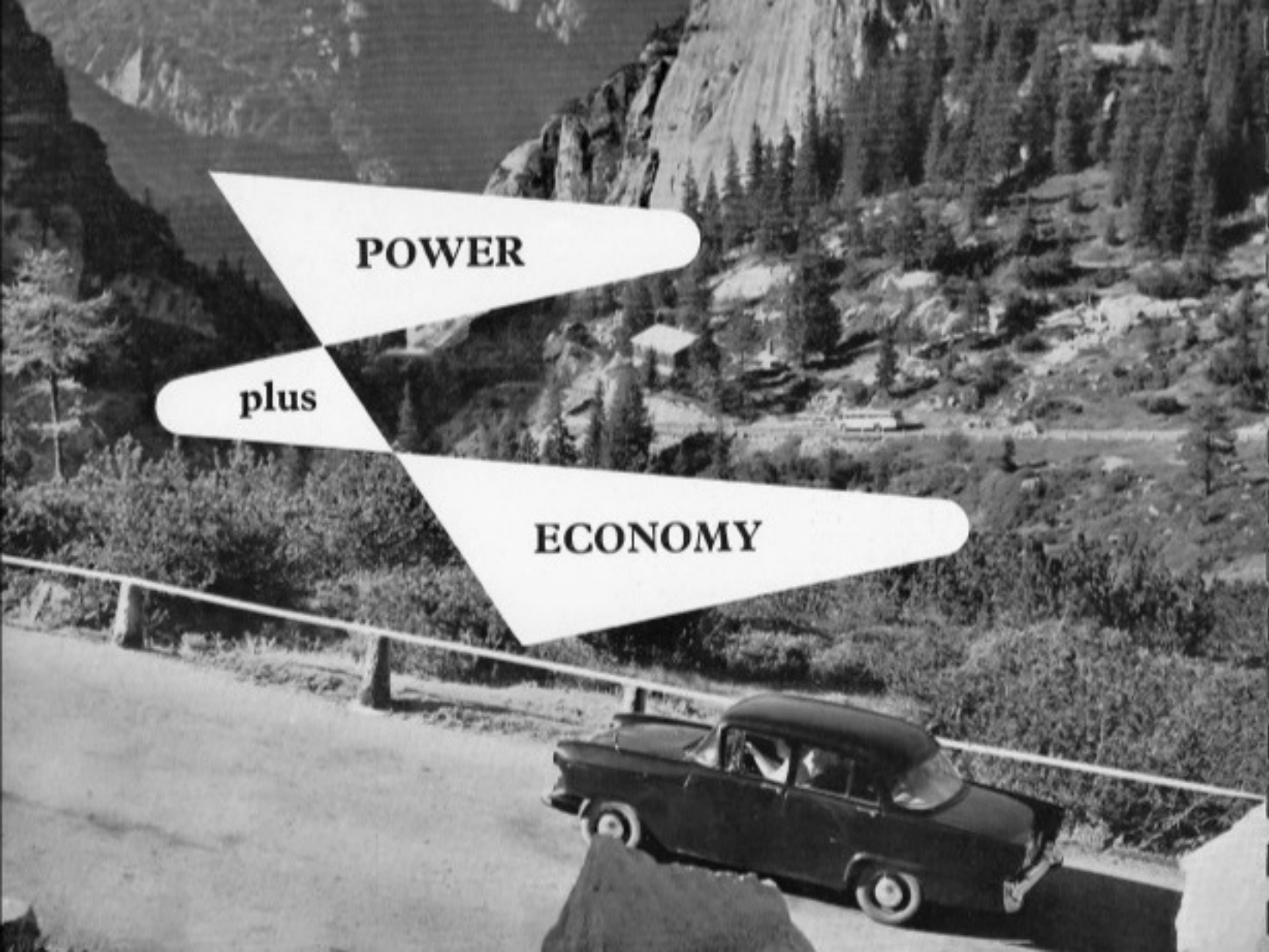


Neatly grouped on the driver's right are the master switch, the control knob for the two-speed electric windscreen wipers, and the lights switch. This master switch is unlocked with the door key. The key may be withdrawn and the switch left unlocked. Turning the switch to the left switches on the accessories circuit (for radio, cigarette lighter and heater fan). Turning the switch to the right switches on ignition and accessories circuits. A flick of the switch further right, against a return spring, engages the starter.



And a quick-release handbrake—of a new type which cannot be jammed on by strong-arm tactics!





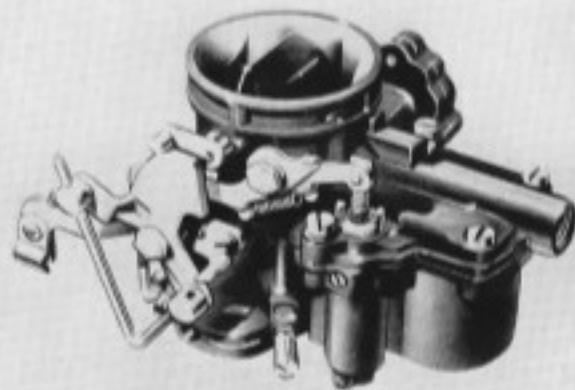
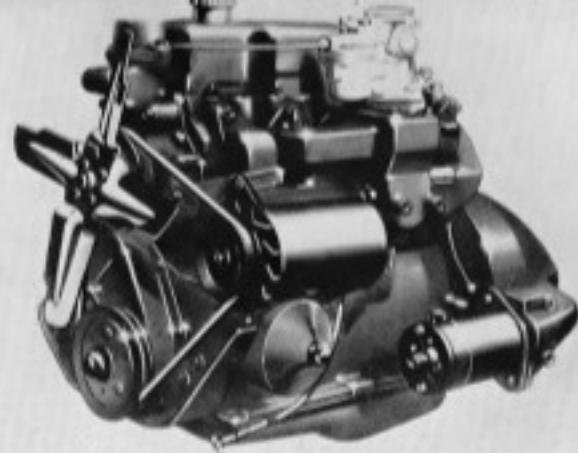
POWER

plus

ECONOMY

More power from less petrol

Power unit for the Victor's impressive performance is this really modern 'square' engine. With big bore and short stroke it achieves effortless high road speeds at low piston speeds. It has big valves with separate ports for easier 'breathing,' and more efficient utilisation of fuel. High compression ratios ensure best possible performance with the utmost economy. Rigid, 'deep-skirt' construction minimises vibration. This engine develops high pulling power at low speeds and maintains it throughout the speed range. This means top-gear flexibility—the ability to thread through traffic, turn sharp corners, climb long hills, all in top gear.

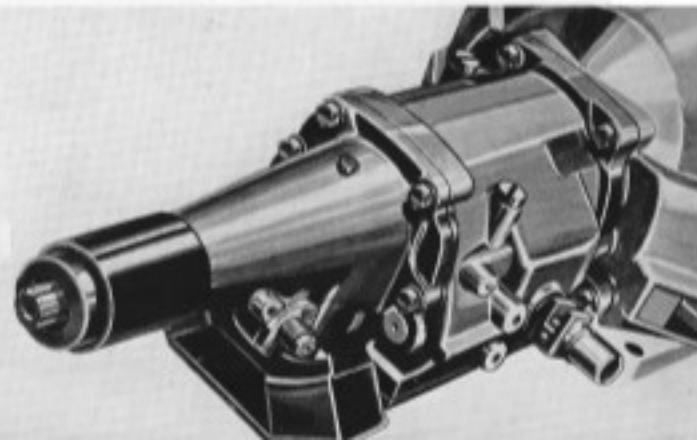


Petrol-saving carburettor

To match the Victor's modern engine there is this new, advanced design carburettor. It incorporates *all* these petrol-saving features:—part-throttle economy valve to save fuel when running on light engine loads: simple winter/summer adjustment to ensure economical running in cold and hot weather: does not overflow when the engine is switched off: does not spill petrol on steep gradients: cannot waste petrol by over-choking on starting.

All-synchromesh gearbox

Never a noisy change with this all-synchromesh, 3-speed gearbox. Vauxhall controlled synchromesh with all gears of helical form means lasting quietness too. Slick, silent changes need only finger-light pressure.





'Accelerated life test'

By continuous day and night running over this cruelly rough granite pavé, Vauxhall experimental test engineers contrive to pack a decade of arduous running into a few weeks. Should a component fail, it can be re-designed and re-tested before volume production commences. It is in this way, on Vauxhall's own proving ground, that the Victor's amazing new 'flat-ride' suspension was tested and perfected.

Dust and weatherproofing tests, hill climbing trials, speed trials are all included in the test programme.

At the end of each series of tests the car is stripped right down and every component subjected to the closest scrutiny.



Alpine proving ground



'Disguised' prototypes were crossing and recrossing the high alpine passes a year before a Victor was seen on British roads. By running as long as 14½ hours a day on the toughest test routes, the reliability and exceptional pulling power of its powerful 'square' engine was proved over and over again.



By descending long tortuous passes in all weathers, brakes and steering were proved equal to the severest road conditions. Thus Vauxhall's newest model is already a veteran of gruelling Alpine trials!



Good detail design goes with Vauxhall value

these extra-value features show the care with which the Victor and Victor 'Super' have been designed throughout.

WHY THE VICTOR IS SO EASY TO PARK

Moving forward or backward you can see just where you are going—with a clear view of all four wings and a close-up view of the ground front and rear. With Vauxhall recirculating ball steering the effort required actually lessens as the lock increases. Movement of the steering wheel is transmitted to the road wheels smoothly through ball bearings.

LONG BATTERY LIFE

Exclusive Vauxhall feature is a built-in "brain" which adjusts dynamo input to battery output and so protects the battery from overcharge and unduly high voltages.

CERTAIN STARTING . . . COLD OR HOT

Besides a battery kept in tip-top condition there are other features which make for sure-fire starting even in sub-zero temperatures: these include efficient carburation and well designed combustion chambers. And Vauxhalls always re-start without fuss when the manifold is hot.

SAFER NIGHT DRIVING

Another Vauxhall 'exclusive' is the *interrupter unit* which protects lights and horn against the effects of a short circuit . . . keeping them going at reduced power until the trouble can be rectified. Battery and wiring are protected so that there can be no sudden 'blackout.'

PRECAUTIONS AGAINST RUST

Two chemical, anti-rust treatments prepare body panels for priming. Interior panels receive a special protective paint dip. Four coats of primer precede four coats of colour. The underbody is effectively sealed against moisture with a plastic skin $\frac{1}{8}$ inch thick.

QUIET REAR AXLE WITH LONG, TROUBLE-FREE LIFE

After being precision cut on the finest gear cutting machines of their kind in the world, Vauxhall crown wheels and pinions are *individually matched*. Perfect meshing means quiet running with less wear.

FLAT, SMOOTH RIDE

Secret of the Victor's flat smooth ride, its reluctance to roll on corners and its resistance to pitch when braking hard is correct weight distribution and well-designed suspension. Weight is kept very low to the road. There are big coil springs and an effective stabiliser bar at the front and extra long, wide springs at the rear.

INTEGRAL BODY-CHASSIS

Vauxhall pioneered integral construction in Britain and still lead with the most advanced pressing and welding techniques. The combined body and chassis is an all-welded, all-steel unit of immense strength. This rigid structure is the foundation for the Victor's flat-ride suspension.

SAFE AND CONVENIENT DOOR LOCKS

The door key unlocks *both* front doors. Doors are locked from inside the car by depressing the locking knobs which are all within easy reach of the driver (see pages 8 and 9). When locking knobs for the rear doors are depressed, the inside handles 'free wheel' and so cannot be operated accidentally by children. So that a driver cannot lock himself out accidentally—say by slamming a door—the outside button must be held depressed to lock any door from outside.

SPECIFICATION

ENGINE 4 cylinders. Pushrod operated overhead valves in detachable head. Gearbox built as unit with engine; complete assembly mounted on four rubber insulators. Displacement 92 cu. in. (1,507 c.c.). Bore $3\frac{1}{2}$ in. x Stroke 3 in. Compression ratio optional: 6.8 to 1 for standard petrols; 7.8 to 1 for premium petrols.

Max. B.H.P. (6.8 to 1) 52 at 4,000 R.P.M.
(7.8 to 1) 55 at 4,200 R.P.M.

Max. Torque (6.8 to 1) 82 at 2,400 R.P.M.
lb. ft. (7.8 to 1) 85 at 2,400 R.P.M.

3 bearing forged crankshaft. Deep-skirt block, webbed for extra rigidity. Aluminium alloy, tin-plated pistons. 3 high-pressure piston rings.

LUBRICATION High pressure; camshaft driven pump; replaceable filter element.

COOLING Pressurised; thermostat for quick warm-up.

FUEL SYSTEM Camshaft-driven pump. Down-draught carburettor. Air intake fitted with silencer, flame arrester, and oil impregnated air cleaner. Fuel tank capacity 8 gallons.

CLUTCH Hydraulically assisted. Single dry plate, diameter 7 $\frac{1}{4}$ in.

GEARBOX Three forward speeds and one reverse. Vauxhall controlled synchromesh on all forward speeds. Ratios:—First 3.186 to 1. Second, 1.653 to 1. Top, direct. Reverse, 3.059 to 1.

DRIVE LINE Single, open propeller shaft with needle-roller universal joints.

REAR AXLE Semi-floating. Hypoid final drive. Ratio 4.125 to 1.

FRONT SUSPENSION Independent front wheel springing. Long and short arm units with double wishbones containing coil springs and double-acting hydraulic shock absorbers. Stabiliser bar connecting units. Whole assembly mounted on steel cross-member and bolted with rubber insulation to body/chassis.

REAR SUSPENSION Long, wide, reverse camber, leaf springs (48 in. x 2 in.). Double-acting hydraulic shock absorbers mounted with pronounced inward inclination.

BRAKES Front: 2 leading shoe. Rear: Leading-trailing shoes. Hydraulic service brakes. 8 in. dia. fixed drums. Effective area 150 sq. in. Easy-release handbrake operates mechanically on rear wheels only.

STEERING Recirculating ball bearing type. Steering wheel diameter 16 in. Steering gear ratio 13.5 to 1. Turning circle 34 ft.

WHEELS AND TYRES Steel disc wheels with well-base rims. Size 4J x 13. Chromium plated hub caps. Tyres: tubeless 5.60—13.

ELECTRICAL 12-volt, positive earth return with single pole wiring. Dynamo output regulated by CURRENT voltage control. Oil filled coil. Wind-tone horn (twin-tone on Victor 'Super'). Sealed front, pre-focus double-dipping headlamps with foot operated dipper switch (main beam indicator warning light in instrument cluster). Front parking lights incorporate direction indicator flashers. Separate amber rear indicator flashers. Twin, combined tail and stop lights. Rheostat control of intensity of illumination of instrument panel lights. Roof light operated by panel switch (and also by courtesy switches on front doors of Victor 'Super') projects a 'map reading beam' downwards to centre of front seat. Two-speed windscreen wipers. "Interrupter unit" protects horn and lights, against effects of an accidental short circuit. Battery 43 amp. hr. at 20-hour rating.

INTEGRAL CONSTRUCTION All-steel, all-welded construction of body/chassis as a single unit of immense strength.

VICTOR Colours

Empress Blue, Charcoal Grey, Shantung Beige, Laurel Green and Black—with choice of two upholstery styles—one executed in Grey and Black, the other in Biscuit and Black. Headlining, Pale Cream.

VICTOR 'Super' Colours

Gipsy Red: Grey and Black upholstery: Pale Cream headlining.

Harvest Yellow: Grey and Black upholstery: Pale Cream headlining.

Horizon Blue: Blue and Light Blue upholstery: Light Blue headlining.

Empress Blue: Blue and Light Blue upholstery: Light Blue headlining.

Charcoal Grey: Blue and Light Blue upholstery: Light Blue headlining.

Laurel Green: Tan and Beige upholstery: Pale Cream headlining.

Shantung Beige: Tan and Beige upholstery: Pale Cream headlining.

Black: Tan and Beige upholstery: Pale Cream headlining.

There are two upholstery styles to choose from in each two-colour combination.

THESE DIMENSIONS MEAN SPACIOUS COMFORT

See how much comfort value there is in room per passenger in a Victor. Head room, 39 in. Leg room 41 $\frac{1}{2}$ in. Hip room 52 in. And all this roominess in a car 14 ft. long, 5 ft. 3 in. wide and 4 ft. 10 in. high! Wheelbase is 8 ft. 2 in. and track 4 ft. 2 in.

These refinements distinguish the Victor 'Super' from the Victor

Wider choice of colours (8 exterior colours for Victor Super; 5 for Victor). Armrests on all doors. Exhaust pipe outlet through offside port-hole in rear bumper.

Ashtray, for rear passengers, in back of front seat. Two-spoke steering wheel with chromium-plated horn ring (Victor has 3-spoke wheel with centre horn-push). Courtesy switch for roof light, operated by front doors. Dual sun visors (Victor has visor at driver's side only). Twin tone horn (Victor has single tone).

Chromium plated finish for these items:—surround mouldings for windscreen, rear window and side windows; rear lamp bezels; flash on rear wings and rear doors; "VICTOR" on front wings; badges on rear doors with "SUPER" in white; ornaments on base of front seat.

In accordance with the Vauxhall policy of progressive improvement, the right is reserved to alter any details of price, specification and equipment without notice.

VAUXHALL MOTORS LIMITED
Luton - Bedfordshire - England

SALUTE THE VICTOR

